2.0 The National TOD Picture and FTA Guidance

Along with the transportation benefits, cost-effectiveness, and environmental impacts of a transit project, the FTA considers transit-supportive land use and economic development as key rating factors when determining eligibility for funding. This is especially true under the New Starts/Small Starts program. In 2010, Transportation Secretary Ray LaHood announced that funding guidelines for major transit projects would also be based on livability issues. Therefore, transit-supportive land use and economic development have become even more important areas for project sponsors to address.

The land use and economic development rating factors are described in the FTA's Guidelines and Standards for Assessing Transit-Supportive Land Use. According to this guidance, the FTA will examine three major categories for candidate projects These categories, which are further explained in Table 2.2 are:

- **Existing Land Use:** The existing development and character within the individual station areas and its ability to support the transit investment. Key indicators are the existing residential and employment densities in the corridor, the character of development in the station areas, and the supply of parking.
- **Transit-Supportive Plans and Policies:** Local planning policies and regulations and how well they allow or encourage transit-supportive development. Key indicators include height and density limitations, parking policies, and regional growth management strategies.
- **Performance and Impacts of Policies:** Demonstrated examples of how the existing policy and regulatory guidance has impacted development on the ground within the study area. Key indicators include the amount of transit-supportive development currently or recently constructed and the ability of transit to support existing local economic development efforts.

Based on the above factors, FTA rates projects on the following scale: Low, Medium-Low, Medium, Medium-High, and High. While the rating process is largely a qualitative exercise, a significant portion of the evaluation is based on quantitative elements. The quantitative elements are based on two main elements: existing land use data and existing policies. The thresholds for rating existing land uses and corridor policies and zoning are shown in Table 2.1.

Table 2.1: FTA Quantitative Element Rating Guide

	Existing Land Use				Corridor Policies and Station Area Zoning				
	Station Area Development		Parking Supply		Station Area Development			Parking Supply	
Rating	Emp. served by system[2]	Avg. pop. density (persons/ sq. mi.)	CBD typical cost/day[3]	CBD spaces per employee[4]	CBD comm. FAR[5]	Other comm. FAR[6]	Residential DU/acre	CBD spaces per 1,000 sq. ft.	Other spaces per 1,000 sq. ft.
High (5)	< 250,000	> 15,000	> $16	< 0.2	> 10.0	> 2.5	> 25	< 1	< 1.5
Medium-High (4)	175,000 – 250,000	10,000 – 15,000	$12 – 16	0.2 – 0.3	8.0 – 10.0	1.75 – 2.5	15 – 25	1 – 1.75	1.5 – 2.25
Medium (3)	125,000 – 175,000	6,667 – 10,000	$8 – 12	0.3 – 0.4	6.0 – 8.0	1.0 – 1.75	10 – 15	1.75 – 2.5	2.25 – 3.0
Low-Medium (2)	75,000 – 125,000	3,333 – 6,667	$4 – 8	0.4 – 0.5	4.0 – 6.0	0.5 – 1.0	5 – 10	2.5 – 3.25	3.0 – 3.75
Low (1)	< 75,000	< 3,333	< $4	> 0.5	< 4.0	< 0.5	< 5	> 3.25	> 3.75

[1] This table is intended as a rough guide for assigning land use ratings for factors in which quantitative data are given primary consideration. The ranges shown were developed based on an analysis of land use characteristics and assigned ratings for New Starts projects rated for Fiscal Years 1999 through 2002. Measures of parking supply are the most commonly reported measures but may not be available for every project.
[2] Entire line with a no-transfer ride from the New Starts project stations (including the CBD), even if the New Starts project is an extension not located in CBD.
[3] CBD core (not fringe parking).
[4] Average across CBD.
[5] CBD core area.
[6] Elsewhere in corridor (typical for commercial districts).

Within the Danbury Branch study corridor, it is anticipated that the quantitative land use data will not fall into the "Medium" to "High" range shown in the table. This will make it all the more important that the planning, policies, and performance categories make a strong case for TOD in these station areas when seeking federal funding. By aligning planning, zoning, and parking policies with the preferences of the FTA, project will have an improved chance of qualifying for funding under the New Starts/Small Starts program.

It is also important to note that the FTA's Guidelines and Standards for Assessing Transit-Supportive Land Use was last updated in May 2004. Thus, evaluations based on this document, like the ones highlighted in this section, do not focus on livability criteria as much as future evaluations will. It is anticipated that the Guidelines and Standards will be updated to reflect livability principles, so that economic development and transit-supportive land use will become a crucial aspect of project evaluations.

Table 2.2: FTA Land Use Rating Categories, Factors, Supporting Factors

Category 1: Existing Land Use	
Existing Land Use	▪ Existing alignment and station area development ▪ Existing alignment and station area development character ▪ Existing station area pedestrian facilities, including access for persons with disabilities
Category 2: Transit Supportive Plans and Policies	
Growth Management	▪ Concentration of development around established activity centers and regional transit ▪ Land conservation and management
Transit-Supportive Policies	▪ Plans and policies to increase alignment and station area development ▪ Plans and policies to enhance transit-friendly character of alignment and station area development ▪ Plans to improve pedestrian facilities, including facilities for persons with disabilities ▪ Parking policies
Supportive Zoning Regulations	▪ Zoning ordinances that support increased development density in transit station areas ▪ Zoning ordinances that enhance transit-oriented character of station area development and pedestrian access ▪ Zoning allowances for reduced parking and traffic mitigation
Tools to Implement Land Use Policies	▪ Outreach to government agencies and the community in support of land use planning ▪ Regulatory and financial incentives to promote transit-supportive development ▪ Efforts to engage the development community in station area planning and transit-supportive development
Category 3: Performance and Impacts of Policies	
Performance of Land Use Policies	▪ Demonstrated cases of development affected by transit-supportive policies ▪ Station area development proposals and status
Potential Impact of Transit Investment on Regional Land Use	▪ Adaptability of station area land for development ▪ Local economic environment

Projects with Favorable New Starts Ratings

A summary of New Starts Ratings and excerpts related to land use planning arguments and detailed ratings are presented in the following pages for five transit projects that have been or are being implemented. Excerpts are taken from the FTA New Starts Annual Report in which the project has a detailed profile. The intent of this information is to provide a context of how the Transit-Supportive Land Use Patterns and Policies evaluations fit into the larger evaluation context and how real plans and patterns have been ranked in FTA's assessment process.

These case studies illustrate the power of a strong Transit-Supportive Land Use rating to offset an application's weaker rankings in other areas, which will become even more important as FTA evaluations focus more on livability principles. In particular, experience has demonstrated that:

- A Transit-Supportive Land Use rating can offset a weaker Cost Effectiveness rating; and
- Within the Transit-Supportive Land Use factors, a strong rating in the Policy subcategory (local and regional) can offset a low rating for Existing Land Use conditions. This emphasizes that proactive planning for TOD in greenfield, exurban, or lower-density suburban communities can be critical.

CASE EXAMPLE 1:
WEBER COUNTY TO SALT LAKE CITY COMMUTER RAIL
FY07 Annual Report / Final Design Phase
(November 2005)

The Utah Transit Authority (UTA) constructed the 43-mile Weber County to Salt Lake City Commuter Rail project. The project included eight stations in Pleasant View, Ogden, Clearfield, Layton, Bountiful, and downtown Salt Lake City. The commuter rail line operates within an existing railroad corridor, utilizing right-of-way previously acquired by UTA under a rail corridor preservation plan. Bus and light rail transit connections will provide further service to other travel markets, including Weber State University, Hill Air Force Base, Freeport Center, the University of Utah, the Medical Center, and the areas of Sandy and Draper in the southern part of Salt Lake City. The Weber County to Salt Lake City Commuter Rail project is the northern segment of a planned commuter rail system extending beyond downtown Salt Lake City to Provo, and it addresses current and projected increases in levels of vehicle congestion and increasing travel demand across the region.

Project Justification Rating: Medium

The project is rated Medium for project justification based on a Medium-Low rating for cost effectiveness and a Medium rating for transit-supportive land use.

Transit-Supportive Land Use Rating: Medium

The Medium land use rating is based on a Medium-Low rating for existing land use and Medium ratings for transit-supportive plans and policies and their performance and impacts.

Existing Land Use Rating: Medium-Low

- The average station area population density is 3,000 residents per square mile. Total station area employment is also relatively low, at approximately 30,600 jobs. Similarly, total employment served by the system is modest at 76,600. This figure includes much of the Salt Lake City CBD.
- The Salt Lake Intermodal Station and Union Station in Ogden are at the edge of the cities' downtowns, within ½ mile of office buildings and large entertainment and mixed-use complexes. At the stations outside Salt Lake City and Ogden, vacant land and pockets of residential, commercial, and light industrial development predominate. Land use patterns are largely low-density and auto-oriented.
- The parking supply in downtown Salt Lake City is limited. The average parking cost in the downtown area is $8 per day. Ample free parking is available at all other station areas.
- Overall, current levels of population, employment and other trip generators in station areas are marginally supportive of a major transit investment.

Union Station in Ogden

Transit-Supportive Plans and Policies Rating: Medium

- The Salt Lake metropolitan area is experiencing high rates of in-migration. Population and employment increases in the metropolitan area are projected to exceed 30 percent by 2030, and approximately 16 percent of population growth and 26 percent of employment growth are projected to occur in the project corridor. State policy supports locally-initiated growth management policies and programs, which have been guided with some success by the efforts of Envision Utah, a private land use planning advocacy group.
- However, no legally binding growth management policies are in effect in the region, and land development remains largely market-driven.
- Master planning efforts are actively under way at most stations for the purpose of fostering transit-supportive development.
- Official support for transit-oriented zoning is strong throughout the corridor, though planning efforts in most station areas remain at an early stage. High-density transit-oriented zoning has been adopted for sections of downtown Salt Lake City and Ogden.
- UTA has worked closely with the development community and officials from local jurisdictions, who have demonstrated strong support for the project and TOD in station areas. Several corridor municipalities plan to invest in pedestrian infrastructure around stations. Salt Lake City is a participant in a program enabling residents within ½ mile of a rail station to have access to increased mortgage credit.

Performance and Impacts of Policies Rating: Medium

- A number of development projects have been located to take advantage of recently-initiated light rail service. However, these initiatives have been limited to the Salt Lake City CBD. It is expected that commuter rail service will result in some

changes to planned development at several of the proposed rail stations.

- Major redevelopment projects are being constructed in Ogden's downtown, within walking distance of the existing intermodal center.
- A transit-adjacent development with big-box retail and some residential uses has been proposed for the Farmington commuter station.

CASE EXAMPLE 2:
NORTHSTAR CORRIDOR RAIL:
MINNEAPOLIS-BIG LAKE, MINNESOTA
FY07 Annual Report / Preliminary Engineering Phase
(November 2005)

The Minnesota Department of Transportation (MnDOT), in cooperation with the Northstar Corridor Development Authority, has constructed a 40-mile commuter rail line that will connect the Minneapolis CBD with the Town of Big Lake. The commuter rail line will operate on an existing Burlington Northern Santa Fe freight rail line, and the project includes a vehicle maintenance facility, layover facility, and requisite track and signal upgrades. The project also includes a four-block extension of the existing Hiawatha light rail transit line from its current terminus at 5th Avenue North in the Minneapolis CBD to a proposed multimodal station at 3rd Avenue North, where the Northstar rail line will terminate. Five of the proposed six stations include park-and-ride lots that would provide over 2,400 parking spaces. This project is part of a larger proposal to construct an 82-mile commuter rail line from Minneapolis to Rice, Minnesota.

The Northstar Corridor is one of the fastest growing areas in the Twin Cities metropolitan region. It includes a fully developed urban core and several rapidly growing suburban areas. Major highway routes into the CBD are at capacity during peak periods for commuters from the north and northwest. By 2025, the number of trips in the corridor is expected to increase by over 30 percent, and the number of inbound trips to the Minneapolis CBD is estimated to increase by almost 75 percent. This growth in travel is anticipated to result in longer automobile travel times in the corridor. Increasing roadway capacity to meet growing travel demand is constrained by geography and existing development. By avoiding roadway congestion surrounding downtown Minneapolis, the project is expected to improve mobility for peak period commuters.

Project Justification Rating: Medium

The project is rated Medium for project justification based on a Medium-Low rating for cost effectiveness and a Medium rating for the project's transit-supportive land use.

Transit-Supportive Land Use Rating: Medium

The Medium land use rating is based on Medium ratings for existing land use and performance and impacts of land use policies and a Medium-High rating for transit-supportive plans and policies.

Existing Land Use Rating: Medium

- Total employment within a ½ mile of all station areas is approximately 46,400. Total employment for the Minneapolis CBD is estimated at 146,500.
- Population density in the corridor is relatively low (1,900 per square mile).
- Beyond the Minneapolis CBD, the corridor's land use is a mix of smaller mixed use, town-scale, and main street areas with medium- to low-density residential and industrial uses. Several proposed station areas are located near redevelopable land and low-density housing.

Anoka Station Concept Plan

Transit-Supportive Plans and Policies: Medium-High

- The local metropolitan planning organization (MPO) has established a growth boundary in its 2030 Regional Development Framework where urban services are provided and policies encourage clustered, mixed-use growth along transportation corridors. Four of the six station areas are within the growth boundary, and the MPO coordinates planned growth within the other two station areas.
- Master Plans in each of the impacted cities with future stations, including Minneapolis, have policies to support mixed use and medium-density residential development near proposed stations. Each of the impacted municipalities are in the process of adopting transit-oriented zoning regulations to permit mixed uses and medium- to high-density residential development in station areas based on the Northstar Corridor Development Authority's and the Minnesota DOT's Northstar Project Office's Station Neighborhood Development Principles and Guidelines.

Performance and Impacts of Policies: Medium

- Private developers have proposed transit-supportive, mixed use redevelopment projects at three key stations along the project's alignment. One of the proposals, near the planned Elk River station, has already broken ground.
- Redevelopment and mixed use development strategies are being developed for all proposed station areas, all of which have available space for additional residential and commercial uses.

CASE EXAMPLE 3:
SOUTH CORRIDOR LRT

Charlotte, North Carolina
FY05 Annual Report / Final Design Phase
(November 2003)

The Charlotte Area Transit System, in cooperation with the City of Charlotte, constructed a light rail transit (LRT) line extending from Uptown Charlotte (the city's CBD) to Interstate 485 (I-485) in south Mecklenburg County near the South Carolina state line. A 3.7-mile portion of the proposed system – between Uptown and Scaleybark Road – operates on an abandoned Norfolk Southern right-of-way owned by the City of Charlotte. The remaining 5.9 miles of the planned system operates on separate tracks generally paralleling the right-of-way. Seven proposed stations include park-and-ride lots with over 3,600 spaces in total and serve as transfer points for local and express bus service.

The South Corridor generally parallels Interstate 77 and South Boulevard, the primary roadway options for north-south commuters in the corridor. Both roadways currently have extremely high levels of congestion during the morning and evening peak hours, with no capacity increases planned for either facility due to physical constraints that make such improvements very expensive. The proposed project provides a transit alternative to these congested roads. In addition, the City of Charlotte is actively involved in a number of TOD and urban redevelopment activities, and the South Corridor project facilitates such development along the alignment. The project serves a variety of travel markets, including inbound and reverse commute work trips, as well as leisure trips to the Charlotte Arena (NBA Bobcats), Ericsson Stadium (NFL Panthers), and the historic South End.

The overall project rating of Recommended is based upon the strong transit-supportive land use plans and policies in place along the corridor, as well as the strength of the project's capital and operating plans.

Project Justification Rating: Medium

The Medium project justification rating reflects the strong transit-supportive land use policies in place to support the project tempered by the project's relatively weak cost effectiveness. There are approximately 1,600 low-income households within a ½-mile radius of the proposed LRT, which is roughly 17 percent of total households within that radius. There are an estimated 72,500 jobs within ½ mile of the proposed stations.

Transit-Supportive Existing Land Use &
Future Patterns Rating: Medium-High

The Medium-High land use rating reflects the strong policies employed by the region to implement transit-supportive land use development in the Charlotte-Mecklenburg metropolitan area and the demonstrated results of those policies. The rating also acknowledges the region's cooperative approach across agencies to realize this goal.

Existing Conditions

- The predominant land uses along the proposed corridor are commercial, industrial, and residential, along with lower-density office and institutional uses.
- The northern terminus of the project is the Charlotte CBD, which contains 14 million square feet of office space and more than 55,000 employees. The CBD contains other major trip generators including stadiums, the Charlotte Convention Center, and the North Tryon arts and entertainment district.
- The southern portions of the corridor are low density and automobile-oriented with land uses that are a mixture of light industrial, multi-family residential, and commercial, including a large regional retail facility.

Lynx Blue Line at East/West Boulevard Station

Future Plans, Policies and Performance

- The region has proactively supported and developed land use plans and policies that are supportive of transit. The 2025 Integrated Land Use/Transit Plan is designed to concentrate growth within designated transit corridors (the South Corridor being one of such corridors) and promote urban redevelopment in an older section of the city. Local measures have been approved to support the Plan, including a pedestrian overlay zone and TOD regulations.
- Station area plans have progressed with significant public input. The South Corridor Infrastructure Project includes an ambitious reconfiguration of the street and pedestrian network to support transit-oriented uses and transportation facilities that are accessible and pedestrian-oriented.
- Redevelopment and infill development are continuing in the Charlotte region, especially high-density development along the future light rail corridor.
- New developments in the South End demonstrate the incorporation of transit-oriented design concepts such as higher development densities and building heights, shorter setbacks and streetwalls, active uses at ground level, and the location of parking to the rear of development sites.
- Over the past five years, 20 projects representing over $250 million in private sector development have been built or designed around the northern end of the alignment in anticipation of the future light rail line.
- New developments around the southern end of the alignment are beginning with isolated residential and commercial developments.

CASE EXAMPLE 4:
NORTH CENTRAL CORRIDOR COMMUTER RAIL
Chicago, Illinois
FY02 Annual Report / Final Design Phase
(November 2000)

Metra, the commuter rail division of the Regional Transportation Authority of Northeastern Illinois constructed 16 miles of additional mainline track, including a two-mile stretch of third track along the existing 53-mile North Central Service (NCS) commuter rail line. The NCS also shares the tracks of Canadian National (CN), which operates freight service. The corridor extends from downtown Chicago to Antioch on the Illinois-Wisconsin border. The project also includes track and signal upgrades, construction of five new stations, parking facilities, expansion of an existing rail yard, and the purchase of one new diesel locomotive and eight bi-level passenger cars.

The North Central Corridor (NCC) is an area located along the Wisconsin Central Limited track between Antioch and Franklin Park and along the Milwaukee-West Line between Franklin Park and Chicago. The corridor includes the two most significant hubs of employment in the six-county northeastern Illinois region: the Chicago CBD and the area surrounding O'Hare International Airport. Metra estimates an average of 8,400 weekday boardings on the full NCS line in the year 2020.

The overall project rating of Recommended is based on the project's adequate justification criteria ratings and the strength of the project's capital and operating financing plans.

Project Justification Rating: Medium

The Medium project justification rating reflects Medium ratings assigned to each of the justification criteria.

Transit-Supportive Existing Land Use &
Future Patterns Rating: Medium

The Medium land use rating reflects the adequate transit-supportive development characterizing the proposed NCC. The rating also acknowledges widespread local redevelopment initiatives and Metra's proactive efforts to engage municipalities along the NCC in land use planning and transit-oriented design.

Existing Conditions

- Downtown Chicago, which is a major destination for riders, contains high-density development that is pedestrian- and transit-friendly. The NCC also serves the O'Hare International Airport (100,000 jobs).
- Beginning at Union Station and extending out towards the Antioch Station, the development character changes from high-density development to rural low-density land uses.
- While the areas surrounding Metra stations in Chicago and other communities are zoned for high-density development, most communities in the corridor do not have zoning regulations that apply specifically to transit station areas.
- Parking requirements are generally the responsibility of individual municipalities. The 2020 Regional Transportation Plan encourages the implementation of parking space reduction policies. Downtown Chicago's parking policies prohibit stand-alone commercial parking facilities. In addition, the municipality of Antioch offers a reduction of 15 percent in the number of parking spaces required for commercial use when parking is shared.

Future Plans and Policies

- Metra has made a commitment to assist communities in updating their comprehensive plans to include TOD. Metra has developed a set of brochures entitled Land Use Guidelines and Local Economic Benefits to Foster TOD and has provided assistance to several communities located along the NCC. Approximately eight communities have indicated that TOD activities are currently in place in their areas. However, no examples have been provided of specific incentives for private or public development projects in station areas.
- Several station areas along the NCC have plans to develop TODs within existing residential, commercial, and light industrial areas. The strategies range from new single-family homes and multi-family dwelling units to retail and open space developments.
- Directly east of Mundelein Station, plans call for 235,000 square feet of office facilities for the proposed State-funded University Center of Lake County.
- At the proposed Franklin Park Station, plans call for the development of a nine-story assisted living complex located one block from the new station. In addition, a nine-story condominium development with retail is planned adjacent to the nearby Franklin Park Station on the Milwaukee West Line.

Mundelein TOD Plan

CASE EXAMPLE 5:
SOUTHWEST CORRIDOR COMMUTER RAIL
Chicago, Illinois
FY01 Annual Report / Preliminary Engineering Phase
(November 1999)

Metra added 11 miles to an existing 29-mile corridor connecting Union Station in downtown Chicago to 179th Street in Orland Park, Illinois. The project extended commuter rail service from Orland Park southwest to Manhattan, Illinois and included the construction of three miles of a second mainline track, two additional stations and parking facilities, and multiple track, signal, and station improvements. In addition, two existing rail yards were expanded, a third rail yard constructed, and several railroad bridges rehabilitated. Metra purchased two diesel locomotives and 13 bi-level passenger cars. Finally, the project included the relocation of the downtown Chicago terminal from Union Station to the LaSalle Street Station.

The South West Corridor is an 11-mile area located along the Metra South West Service (formerly Norfolk Southern railroad) between the southwest side of Chicago and Orland Park. The corridor also encompasses the central and southwest portions

of Will County, including the former Joliet Arsenal property. The corridor includes the most significant hub of employment in the six-county northeastern Illinois region: the Chicago CBD. Metra estimates 13,800 average weekday boardings, including 7,600 daily new riders, using the full South West Corridor line (including the 11-mile extension) in the year 2020.

The overall project rating of Highly Recommended is based on the project's strong cost-effectiveness and mobility improvements and the strength of the project's capital and operating financing plans.

Project Justification Rating: Medium-High

The Medium-High project justification rating reflects strong cost-effectiveness and mobility improvements, as well as adequate transit-supportive land use.

Transit Supportive Existing Land Use
& Future Patterns Rating: Medium

The Medium land use rating reflects the current low-to-moderate density, single-family residential land uses, and non-binding transit-supportive policies that characterize most of the Southwest Corridor. However, the rating also acknowledges the proactive efforts of the local municipalities within the corridor in developing future TODs.

Existing Conditions

- The South West Corridor covers an area generally defined by the Norfolk Southern Railroad between Chicago and Orland Park as well as the southwest portion of Will County. The northern segment of the corridor is largely built-out and includes Chicago's CBD.
- The urbanized areas on Chicago's southwest side and the older areas of Oak Lawn, Chicago Ridge, and Worth are also built-out to allowable densities. The population of the Southwest Corridor grew approximately two percent between 1980 and 1990. Most of this growth occurred in the southern half of the corridor.
- Growth of between 23 and 27 percent is predicted for the corridor between 1990 and 2020. Corridor employment is expected to grow 28 to 30 percent over the same period, with the number of employees increasing by 17 percent in the Chicago CBD and 56 to 64 percent in areas outside of downtown Chicago.
- A major trip generator in the corridor is the Chicago CBD (390,000 jobs).
- The Orland Square Shopping Mall and the Chicago Ridge Mall are within the corridor's station areas.
- Major institutional uses include the Palos Community Hospital, the Christ Community Hospital, and several community colleges.

Future Plans and Policies

- Manhattan Station is promoting development to preserve its historic and architectural character. The Village has a policy that promotes increasing the number of housing units within walking distance of commuter rail stations.
- Higher-density residential development is planned for the Southwest quadrant of the Orland Park/153rd Street station area. The Village has established separate streetscape and façade improvement programs for its Old Orland area. The Village is currently acquiring key parcels of land to implement its plan. The Village's Comprehensive Plan recommends the redevelopment of the Johnson Lumber Yard, adjacent to the station, to commercial use, using a neo-traditional, pedestrian-oriented focus.
- With the exception of Chicago, current zoning ordinances for proposed and existing Metra stations do not support the increased development density or enhance the transit-friendly character of station areas.
- The Village of Manhattan has a strong comprehensive plan that seeks to balance growth and discourage sprawling development. The Manhattan station is located within an historic district. The land use component identifies three priority land use designations, which would allow varying intensities of development. These include greenbelt, low-density transition, and suburban living/shopping/employment. The low-density transition concept recommends creative land use planning techniques that will allow the clustering of homes away from the greenbelt, thereby preserving open space.
- The Village of Orland Park anticipates that the area within its planning jurisdiction will be fully developed. The community's plan emphasizes the need to strengthen neighborhoods by establishing distinctive housing environments with a unique character. An extensive network of open space in the corridor is proposed as part of the Orland Park plan.

Orland Park Plan